ANUNSATISFACTORYBULING

Railroad Men Displeased with the Decision of the Board of Commissioners.

Some of the Western Lines Likely to Appeal-Chicago & Erie Accused of Cutting Rates -Alten's Reply to Chairman Finley.

It would be difficult to find a traffic official of any Western road who does not object to the ruling of the board of commissioners of the Western Traffic Association that the published tariffs on through east-bound traffic must be maintained, eyen though some of their Eastern connections privately quote a lower rate. One general freight agent said, at Chicago, yesterday: "The commissioners ought to be satisfied to know that the members of the Western Traffic Association are maintaining rates, without trying to extend their authority to the Eastern roads. It is none of their business if the roads of the Central Traffic Association are shading rates, and so long as we are living up to our agreements I believe we have a right to accept the rates that are offered by our connec-

the rates that are offered by our connections and to inform our patrons of the cheapest route by which they may ship their products to the seaboard." It is probable that some one will appeal from the decision of the commissioners and take the matter before the advisory board.

Suspicion is just now directed at the Chicago & Erie, because it has suddenly secured the dressed-beef business of Swift & Co., which was formerly given to the Michigan Central. To be sure, there is no evidence that the Chicago & Erie is cutting rates beyond this unexpected diversion of traffic, but in the present condition of affairs the Eastern roads do not need much evidence to reach the conclusion that their evidence to reach the conclusion that their neighbors are taking advantage of them.

It is possible that the Erie, which is not a member of the Central Traffic Association, has grown tired of seeing some of its extremely virtuous competitors securing the bulk of the business by ways that are dark, and has decided to sail in and get its share of the traffic. The east-bound freight situation is rapidly becoming a ground place. ation is rapidly becoming a go-as-you-please

Hospita's on the Wabash System. In the year 1884 A. A. Talmage became the vice-president and general manager of the Wabash, St. Louis & Pacific system, now the Wabash system. Among the first things he did was the establishing of hospitals for employes, where they might be cared for if injured or sick. This plan at first met with much opposition on the part of the employes, as to support such institutions at different points on the lines drew a small sum, monthly, from their wages, but, when the employes learned the good features of the enterprise, they became better friends of it, until now not a man that a small sum is deducted from his monthly wages to support these institutions. This spring what is to be the main hospital for the whole system was opened at Moberly, Mo. This structure, a model of architecture and economization of space in building, is of brick, and stands in the center of about four acres of ground, which is very high, removed from any swamp, and of undulating trend in all directions. The central portion, or administrative building, is two stories and the basement, with dining-room, pantry, kitchen, laundry, wash and toilet rooms located on the most approved and latest plans. The east and west wings are one story high, erected on the pavilion plan for the use of wards. The entire building is lighted by gas, and heated by steam and water throughout. The rooms are supplied by the city water-works. A handsome ver-anda over eight feet in width and 516 feet in length, supported by artistic columns and pilasters, surrounds the edifice, affording the patients a comfortable sitting place during the weary hours of the warm days, and a fine view of the surrounding country. The hospital building is 20612x9612 feet. The administration or center building is 48x48 feet and thirty-eight feet high. Besides the main hospital there are hospitals at Springfield, Itt., Peru, Ind., and Kansas City. During the year 1890 there were 18,-207 treatments dispensed by the Wabash system, of which 932 were surgical and 12,-284 medical cases. The hospital system is sustained by the withholding of 1 cent from

each dollar earned by an employe who gets

\$50 or less. A brakeman getting \$50 per

month gives 50 cents of it for the guarantee

of skilled, scientific and careful attention in case of accident or sickness while in the

employ of the company. The contributions

thus supplied last year more than paid the

actual treatment expenses of the hospital system. Out of \$44,835.69 contributed the

expenses were \$37,453,07, leaving a balance of \$7,382 on hand. The Alton's Answer to Mr. Finley. No little interest is felt in the hearing that will be given the Chicago & Alton to-day by Chairman Finley, in answer to the charge that it has violated the agreement of the Western Passenger Association in refusing to advance rates from Kanwas City to St. Louis and from St. Louis to Chicago. The Alton will not be represented at the meeting by any of its officers. A written argument has been prepared by the general manager and placed in Mr. Fin-ley's hands, and this constitutes the only answer the Alton people have to make to the accusation that it has acted in bad faith. The argument simply reiterates the claim beretofore made, that the chairman had no authority to order an advance in rates. It holds that no advance can be made without unanimous consent of all lines interested. This is not disputed. It happens, however, that Chairman Finley did not order the rates to be advanced. What he did was to withdraw the reduced rate which he had previously authorized. Some time ago, when passenger rates from St.
Louis to Chicago were manipulated by the
Jacksonville South astern, through scalpers' offices, the chairman gave the other lines authority to meet the competition by reducing the rate from \$7.50 to \$5.50. The cause for this reduction has been removed. Mr. Finley named May 17 as the date on which the reduced rate would be withdrawn. In the meantime the Western roads had inaugurated a boycott against the Alton, and, for that reason, the latter refused to restore the rates. It did not ask and obtain relief on account of the disadvantage it was placed under by the action of its Eastern connections, but disputed the chairman's right to make a ruling, the effect of which, if obeyed, would be a res-toration of former rates between the points named. The Alton's management and Chairman Finley are both firm in their convictions and it is feared that the dispute will result in one or the other withdrawing from the association.

Interstate-Commerce Bill of Lading. Thirteen of the twenty-two prominent boards of trade, chambers of commerce and freight associations composing the National Transportation Association, were represented at the regular quarterly meeting yesterday, at the Chicago Board of Trade. Steps were taken toward the adopfor interstate commerce, to supercede those now used by common carriers. The following form was adopted:

Received, for transportation, from (shipper), in apparent good order, as noted, the packages described below (value unknown), marked and consigned as per margin, and subject to carriers' liability, as laid down by the common law in force in the several States, Territories, provinces or countries through which the prop-

The rate of freight upon the property herein described shall not exceed - per - between (ahipping point) and (destination).

Marks and consignments ——.

All attempts to secure more liberal bills of lading of railways having failed, this is to be the initial movement toward securing governmental aid. The Interstate-commerce Commission will be asked to ratify the bill of lading and its adoption by all railroads.

Matters Moving Smoothly on the Monon.

& Chicago. One day telegrams from New York or Chicago would place the road under control of one syndicate, and the next day it was contradicted and receiverships talked of until the confusion was so great that even the president of the road did not large road. know whether he was "in it" or not. This led to a demoralization among the men, and some of them became disheartened and could hardly do good work for the company, yet, through all this turmoil, the passenger and freight earnings have steadily shown increases from month to work 1890.

from month to month over 1890. Now matters have settled down, and in all departments business is moving along har-moniously and the officials and employes feel at ease. The original statement to the effect that the property would pass under control of Samuel Thomas and his friends proves to have been correct, and it is stated that the Brice party really have no direct interest in the road. President Thomas has shown excellent judgment in the selection of the general manager of the property, and General Manager McDoel well knows that he cannot improve on the general passenger and the general freight agents of the Monon, as they have a good record to fall back on.

Personal, Local and General Notes. Gen. John M. Corse has decided not to accept the position of general manager of the Flint & Pere Marquette railroad. William R. McKeen, president, and John G. Williams, general manager of the Vandalia, who have been East for several days,

will return to-day. The Columbus & Hocking Valley in 1890 earned \$60,000 more than in 1889, and Presi-

dent Waite says he expects the increase in 1891 will be at least \$100,000, Vice-president Reinhart and other friends of the Atchison, Topeka & Santa Fe are in the West reviewing the situation and the prospects for business.

T. N. Jarvis, general manager of the Traders' Depatch, spent yesterday in the city and visited a number of Indianapolis

M. D. Woodford, president of the Cincinnati, Hamilton & Dayton, was called to Kalamazoo on Thursday night by the death of his mother, a lady quite advanced in years and highly esteemed.

G. W. French, who has represented the Louisville & Nashville road in Kansas City for some years, is to be transferred to Evansville, Ind., on June 1. He is to be the chief clerk of the freight department. Negotiations are pending which will probably result in the American Express Company doing business over the Cincin-Wabash & Michigan road. The United States express now operates over

The Toledo & Ohio Central, on Thursday, established through service between Columbus and Marietta, O., via Thurston, and the through service of the road will be extended to Toledo within the next sixty days.

Harry Crawford, sr., and H. Moore, general manager of the Indiana Midland road are in the city. The troubles at the west end have not as yet been adjusted, neither has work been resumed on the extension to the coal mines at Brazil.

General Manager Greene and General Superintendent Peck, of the Big Four, who have been confined to the house for several days by illness, were both better yesterday, and hoped to be at their offices in the early part of next week.

The contract for building the Chicago & New Orleans road has been let and work is to be begun on Monday next at Altamont, Ill., the present southern terminus of the Wabash. It is stated that this road will be built through to Memphis, Tenn.

A Pennsylvania official states that important changes are to be made in the time schedule of the Vandalia and the Pennsylvania lines between St. Louis and New York, but what they will be will not be announced until the latter part of next week. An official of the Big Four states that he has been on that system for nearly twenty years, and at no time has the road been so well supplied with rolling stock as at present. This remark, be said, would apply to passenger, freight equipment and

The auditor of the Cincinnati, Wabash Michigan is recording at county seats on the line a mortgage for \$4,000,000 recently voted to be placed on the road and its equipment to raise funds to improve the road-bed, increase its equipment and to pay

its floating debts, The management of the Grand Rapids & Indiana passenger department has issued an order to the effect that conductors on passenger trains must, during the summer months, wear white vests. Agents at the principal stations are to be uniformed as

are the conductors. The Logansport & Chicago and the Logansport & Oxford companies have consolidated their interests under the name of the Eastern Central Railroad Company, This is another projected east-and-west line on paper. The headquarters of the company will be at Galion, O.

D. Mowatt, general passenger and freight agent of the Toledo, Peoria & Western road, has been appointed on the several committees of the Central Traffic Association in which H. D. Gould was associated, the appointment to take effect May 25. The committees are all important ones.

The directors of the Lake Erie & South ern road have voted to extend their line to Lake Erie on the north and to Steubenville. O.. on the southeast. The road is now but sixty-one miles in length, extending from Bergholz to Phalanx. O. Alliance, O., is the most important point on the line.

Indiana Midland. A suit which has been pending for some years was this week decided against the road for one-half mile of its right of way in Hamilton county.

Judgment was given for \$1,000, and the
judgment must be paid within ten days.

The Eureka Division of the Brotherhood of Locomotive Firemen of Indianapolis will to-morrow have a pienic at Hammond's grove. The Lake Erie & Western will run a train out to the grounds, leaving the Union Station at 9 A. M., and another at 1:30 P. M., and a special train at the close of the pleasures of the day into the city. The Big Four, the Chesapeake & Ohio, the Nickel-plate and the Delaware, Lackawana & Western roads seem now to be the rate disturbers east of Chicago and St. Louis. Next week's meeting will probably show the truthfulness of the statements against these roads, which seem to be doing better business than any other east-andwest lines.

Harry Miller, superintendent of the Louisville division of the Pennsylvania lines, is making some improvements to the passenger engines recently received, which will greatly increase their steam-making capacity. With the taking effect of the summer time-table a fast train will be put on each way between Indianapolis and

Greenfield, Ind., is fast coming into prominence as a manufacturing town. Within the last year the Pennsylvania Company has laid five private switches to new industries which have been located there, and they are now laying a sixth private switch to the new stove-works which are to soon begin operations, employing at least one hundred men.

Through coaches between Indianapolis and French Lick Springs, over the Indianapolis & Vincennes road and the Louisville, New Albany & Chicago, will be put on Monday next, to be run daily. Passengers leaving Indianapolis at 4:10 P. M. reach French Lick Springs at 8:56 P. M. Coming north, leave French Lick Springs at 6:20 A. M. and reach Indianapolis at 11

The Monon will put on its new train out of Indianapolis at 7:10 A. M. next Monday. running only to Frankfort, where connec-tion will be made with the Vandalia for Lake Maxinkuckee and other northern points. An answering train will be run, which will wait the connection of the Vandalia fast train from St. Joseph. By this train parties can leave Lake Maxinkuckee at 4 P. M. and reach Indianapolis at 8:30 P. M. A passenger conductor on the Big Four remarked yesterday that "If the trayeling salesmen, or any other parties, thought they were helping the conductors by boycotting the road because it employed ticket collectors they were mistaken. As matwork to do, can better look after the running of their trains, and draw as much pay as before ticket collectors were em-

The Northern Pacific directors have agreed to the terms under which the Baltimore & Ohio railroad will use the facilities of the Chicago & Northern Pacific Company as a Chicago entrance. Their terms, Dating from Feb. 1, 1860, until the last | it is stated, will provide for the payment | have returned from Princeton Miss Em-

General Manager Wood, of the Pennsylvania lines west of Pittsburg, says there is no truth in the report sent out from Columbus, O., to the effect that J. J. Turner. su-perintendent of the Pittsburg, St. Louis & Cincinnati division of the Pennsylvania lines, is to resign on account of ill health.

The promotion of J. T. Brooks to be one of the vice-presidents of the Pennsylvania Company does not in the least impair the legal department of the company, as any legal matters which Mr. Brooks cannot give attention to will be looked after by J. J. Brooks and L. L. Gilbert, who, with J. T. Brooks, constitute one of the ablest legal firms in Pennsylvania, especially in legal firms in Pennsylvania, especially in railway litigation.

Vice-president Cannon, of the Dela-ware & Hudson road, denies the report that the company is to parallel the New York Central from Albany to New York. He says the relations between the two roads are of the most friendly character. He adds that the the D. & H. management is opposed to any company building through the Adirondacks, owing to the de-sire to preserve the forests as a source of water-supply, and also out of sanitary con-

The Lake Eric & Western road has earned. since Jan. 1, 1891, \$1,047,682, an increase over the corresponding period of 1890 of \$25,392. Present indications are that in the year 1891 the earnings of the L. E. & W. will exceed those of 1890 at least \$100,000, as the last six months of 1891 promise large business on that system, and the company will then have its new equipment in service, which will help matters greatly. The road, the last six months of 1890, suffered in its business from a shortage in freight soning. business from a shortage in freight equip-

Traders' Depatch, spent yesterday in the city and visited a number of Indianapolis shippers in company with General Agent Stanberry.

M. D. Woodford, president of the Cincinbound rates. This committee will meet a committee of the Trunk-line Association next Wednesday in New York to discuss the subject. The principle was indersed that maintenance of east-bound rates should be placed within control of the initial lines of the West at Chicago, St. Louis and other points.

George Brecount, for several years past the general agent of the Louisville, New Albany & Chicago at this point, is to be ransferred to Cincinnati, to represent the Monon in that territory. With this promotion comes an increase in salary of 1.000. Mr. Brecount was called to Chicago last night for a conference with General Manager McDoel, as to what the company expects of him in his new field. It is understood that the office of general agent here will be abolished, and that Harry Plummer, agent of the company, will look after the freight business at this point. This matter, however, has not been definitely decided upon.

MINOR CITY MATTERS.

To-Day's Doings. ENGLISH'S OPERA-HOUSE-"O'Dowd's Neigh PARK THEATER-Frank Lindon in "Ticket of-Leave Man;" afternoon and evening.

Local News Notes. The Standard Building, Loan and Savngs Association of Tipton, capital stock \$200,000, was incorporated yesterday.

Building permits were procured yesterday by G. A. Beckling, president Keystone and and Improvement Company, dwelling. Sheppard avenue, \$1,300; also, on adjacent lot, for \$1,600; Mrs. Mary A. Tuttle, dwelling, Meridian street, near North, 89 .-475; Charles H. Zoliner, two cottages, West Vermont street, \$1,800; Adam Bang, cottage, Meridian street, \$1,650; F. A. Greene, repair dwelling, High street, \$1,525.

Personal and Society. State Geologist Gorby arrived home from

Missouri yesterday. Mr. and Mrs. David Marsden, of Ottawa, Canada, are visiting friends on North Illi-

Mrs. George Tatham, of St. Louis, is visitng Mrs. James E. Shover, on North Dela-Mrs. Beushauser, of Cincinnati, is the quest of Mrs. Henry Severin, on North

Meridian street. Mr. Edward Helm and bride, of Minneapolis, are visiting the former's parents, Mr. and Mrs. A. Helm, on North Liberty

The Krænzchen was entertained yesterday afternoon by Mrs. Henry Schurmann at her home on College avenue. Heinrich Heine was the subject of an essay and Heine's works was the topic for another. Heine was also the subject of the conver-

DEAN-WRIGHT. Mr. and Mrs. T. L. Sewall and Miss Julia H. Moore returned yesterday from Grand Rapids, Mich., where they went to attend the marriage of Miss Lillian Wright, Mrs. Sewall's niece, and Mr. John Dean, of this city. The wedding occurred on Wednesday night, at the home of the bride's parents, the attendants being Miss Moore and Mr. Wilfred Dean, brother of the groom. The house was beautifully decorated with roses. The bride's dress was of white embroidered crepe and royal silk, trimmed with duchesse lace. Mr. and Mrs. Dean have gone East for an extended trip, and will return to this reside at No. 620 North Meridian street.

Mr. and Mrs. Dr. Cole, of Helena, Mont., are in the city....Mrs. R. A. Asher and son Walter are visiting relatives in Jetiersonville....Miss Kate Axt, of Franklin, is the guest of her uncle, F. G. Axt....Mrs. Fannie Newsom, of Spencer, is visiting her daughter, Mrs. Harvey Maginnis....Miss Edith Clark, after a ten days' visit with friends here, has returned to her home in Shelbyville...Miss W. L. Burford, of Franklin, was in the city a few days this week...Mr. and Mrs. F. S. Montgomery are visiting relatives in Lexington, Ky... Mrs. Magee has returned to her home in Illinois, after an extended visit with her daughter, Mrs. W. R. Littell.... Miss Minnie Crary is home from a visit to her sister in Knightstown....Miss Lizzie Sedwick, of Indianapolis, is the guest of Miss Maud Stevens...George Morrison, Mayor of Shelbyville, was in the city last week.... Mrs. John Seaman is visiting in Pittsboro Mrs. R. B. Matthews and Mrs. William Sime have returned from a week's visit in Ogdensburg...Miss Eva Cramer gave a reception, Friday evening, in honor of Misses Perry and Hughes and Messrs Battman and Bain, of Bloomington...Jesse H. Mitchell, after a season with one of the best companies on the stage, is home for his summer vacation....Mrs. J. N. Cobb and Mrs. George Douglass are visiting in Indianapolis...Mr. and Mrs. Tarleton Johnson, of Indianopolis, are visiting his parents here....Miss Tulie Cunningham is visiting in Indianapolis....Miss Laura Milier enter-tained friends Thursday evening in honor of Miss Edith Clark, of Shelbyville.... John Downs, formerly of the Republican office here, but now foreman of the Edin-burg Evening Call, and Miss Hattie V. Hamilton, of Franklin, were married last week....Mrs. Eli McMillan and daughter week...Mrs. Eli McMillan and daughter Mattie, of Fort Madison, Ia., are the guests of Mr. and Mrs. W. C. Mitchell...Rev. Leon P. Marshall, of Franklin, will deliver the memorial address in this city next Sunday evening...Misses Brink and Gali, of Indianapolis, have returned home...Mrs. Carey Kiser, of Cicero, is in the city...Misses Claypool and Crane, of Indianapolis, are guests of friends in the city...Mrs. A. W. Rogers is visiting relatives in Mrs. A. W. Rogers is visiting relatives in Gosport....Mrs. C. Hill is visiting her

Mrs. Sam Wile is visiting in Louisville. ... Mrs. Ellen Denny is at Terre Haute. ... Mrs. Mabel Buck is at Greencastle Mrs. Charles Hawk and daughter, of Chicago, are visiting relatives in this city.... Mrs. Luther James, of Kansas City, is the guest of her parents, Mr. and Mrs. Wm. Heberd...Miss Mary Gwynne is visiting at Gosport and Greencastle...Mrs. Andrew Martin is visiting at Mount Hope. Kan...Mrs. Charles Bierhaus and sister, Miss Tillie Bussee, are at Evansville... Miss Lou Horsting is visiting at Louis-ville...Mrs. William Volimer is in Cincinnati....Miss Amanda Calin is visiting at Louisville....Miss Lizzie Ruddy has re-turned from Seymour....Mr. and Mrs. Robert McCord are visiting at Cincinnati. ... Mrs. James Reynolds has returned from Terre Haute Mr. and Mrs. Hugh Barr few days, no road in the country has been about 2 per cent. on the Chicago & North-lefore the public in a more unenviable ern Pacific bonds. The contract will be ing Mrs. Martin, Mrs. May's mother....

light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the Louisville, New Albany formally approved by the Chicago & North-light than has the

mother in Mooresville.

ern Pacific directors and then the Balti-more & Ohio will begin using the facilities | Orr and Mrs. George Fendricks are visiting at Indianapolis.

AMUSEMENTS.

MRS. PRUNK'S DRAMATIC AND ELOCUTION-ARY ENTERTAINMENT. The audience at the Grand Opera-house, last night, was large in numbers, appreciative to a high degree and lavish with its applause. It quite frequently happens that entertainments, combining, as did that of Mrs. Hattie A. Prunk and pupils last night, dramatic and elocutionary features are prone to drag and become dull and uninteresting by reason thereof. Not so last night. The programme was so well arranged and diversified that no portion of it was uninteresting and it had the additional merit of not being too long. Little Lillian Atkins had the first number, a pretty piece of child poetry from St. Nicholas, entitled "Sir Rat," and very prettily did Miss Lillian recite it. Miss Amelia W. Platter recited "She Wanted to Learn Elocution" in admirable style, the piece affording her a well-improved opportunity to introduce various dialects. Miss Georgia Lewis and Mr. A. S. Chatfield gave the balcony scene from "Romeo and Juliet" in such manner as to earn a curtain call. Miss Lewis has a sweet, well-trained voice and an easy, graceful stage presence. There is nothing at all about her acting to suggest the amateur and she read the familiar lines of Juliet last night with rarely good judgment. There is no reason to doubt that she will succeed in the theatrical pro-Mrs. Hattie A. Prunk and pupils last night, that she will succeed in the theatrical profession, for she has the requisites. Mr. Chatfield was quite acceptable as Romeo, his efforts contributing to the success of the scene. Miss Nellie Smith recited Bret Harte's "Her Letter" very cleverly and Miss Florence Mitchel was called before the curtain for her excellent rendition of "Lasca," which concluded the first part of the programme

the programme. The second part opened with the curse scene from "Leah, the Forsaken." Miss Maud Dudley, as Lean, gave evidence of considerable histrionic ability, being especially good in the heavier lines. The requirements of the role are severe, and the test was therefore a hard one, but Miss Dudley stood it well, and there was much enthusiasm when the curtain fell upon the final words of the curse. The curtain had to be raised again in response to the demand of the audience. Miss Dudley is also to make her debut professionally in a few months, and will not disappoint the expectations of her friends. She was well supported last evening by Mr. Byron F. Prunk, as Rudolph. A character sketch entitled "Lacica and the Senator," was amusingly given by Miss Florence Atkins and Master John Dyer, two bright juvenile pupils, whose comedy scene so pleased the audience that the young performers were recalled at its close. The Italian dialect of Miss Atkins was excellent. "Rock Me to Sleep" was beautifully given as a recitation by Mrs. Hattie Augusta Prunk. The simple melody, so familiar the world over, never received more effective treatment than by Mrs. Prunk in the peculiarly charming rendition last evening. There was a wonderful amount of pathos in it and Mrs. Prunk was twice recalled. The entertainment closed with a little play called "The Governess," in which Miss Platter appeared in the title role and Miss Dudley and Miss Lewis as Louise and Francisca. It was well played, the three ladies giving evidence of the possession of much

comedy talent. That hilarious farce-comedy "O'Dowd's Neighbors," will receive two more presentations at English's, the matinee to-day, at popular prices, and to-night. The company is large and talented, and the specialties are unusually new and entertaining. Mr. Lindon and his company will give two concluding performances of Ticket-ofleave Man" at the Park to-day. Next week comes Mattie Goodrich in "Grizzly Adams" and "Golden Gulch." The most successful of all the so-called "railroad plays." Mr. L. J. Carter's "Fast Mail," will be seen at English's the first part of next week, and seats will be on sale

for it to-day. THE PUZZLE DEPARTMENT.

[All communications intended for this depart-ment must be addressed to Will H. Graffam, West Scarborough, Me.]

Answers to Puzzles. No. 3530-No. 3531-Redstart. No. 3532-1. Auster-e. 2. Lank-y. 3. Crisp-y. 4. Brun-t. 5. Buckle-r. 6. Cleave-r.

Original Puzzles. NO. 3545-NUMERICAL ENIGMA. am composed of 29 letters: My 27, 4, 19, 9, 22, 14 is a theme. My 24, 5, 1, 7, 21 is the Australian wild dog. My 12, 2, 16, 23, 3 is an instance. My 26, 13, 18, 19, 11, 6 is sacred. My 20, 11, 15, 28, 8 is a Hebrew month. My 17, 25, 29 is to purchase. My whole is a quotation from Perlander.

NO. 3546-STAR. 1. A letter. 2. A pronoun. 3. A hearer or listener. 4. A genus of plants. 5. Luke-warm. 6. Certain vegetables. 7. Red color. 8. An ab-AUNT XOA. breviation. 9. A letter. NO. 3547-PENTAGON.

1. A letter. 2. The mark or ensign of some rank, office or dignity. 3. A devotional song. 4. A kind of swallow. 5. Complaisant. 6. A draught of oblivion. 7. To produce. AUNT XOA. NO. 3548.—AMPUTATIONS.

1. Behead and curtail a march, and leave com- A European bird, and leave a man's name.
 A perpendicular slope, and leave a vehicle.
 Damage, and leave an animal. . Sparry, and leave pathetic quality. . Small nails used by shoemakers, and leave a

NO. 3549.-METAGRAM. I am a kind of duck, change my initial, and I become a kind of vegetable; again, and I become a scansorial bird; again, and I become a large aquatic bird. AUNT XOA. [Answers in three weeks.]

Foot Notes. At this season of the year there is invariably a shortage of puzzle matter on hand with which to fill up this column from week to week. Now, friends, this column must be filled, and we wish all to lend a helping hand towards filling it. Remember we can use almost any quantity of puzzles in the course of a few weeks, so none need fear that we shall get overstocked. So come forward, ye puzzlers, with all the matter you

GLIMAX

IS ON TOP

BECAUSE

Costs less than Half

No other Good No other Cheap and pleases much better than the over-priced and over-"endorsed" kinds. Judge for yourself. In Cans. At your Grecor's

EW YORK STORE.

(ESTABLISHED IN 1853.)

OUR PRINCIPLE OF BUSINESS IS TO SELL ONLY RELIABLE GOODS AT FAIR PRICES.

Indianapolis, May 22, 1891.

SATURDAY

Will see our mammoth store crowded with bargains and buyers of them. Every department will make special efforts, and especially in those departments carrying lines of goods that will be required during the coming

MUSICAL FESTIVAL

Gloves, Jewelry, Fans, Laces, Handkerchiefs, Perfumery, and a special display of

UNTRIMMED MILLINERY.

As usual on Saturday the Dress Goods Bargain Tables will contain many strong attractions for careful buyers.

The long table in the cross aisle — center of the main floor-will be crowded with hundreds of remnants of all-Wool Dress Goods at exactly one-third off regular price. Did it sell for \$1 it is now 66e and so on; excellent picking

Silks, quite new and very much in demand for Blouse Waists, Stummer Skirts and Dresses, and for Men's Shirts; the values are 75c and 89c a yard the price is only 59c a yard. The variety of patterns is large, but the quantities of each are small. Come early for a good choice.

Three cases more of those Fancy Striped Outing Cloths, 28 inches wide, goods sold all over the country at 12½c, go on our Linen Department Bargain Counter to-day at 8c a yard.

Goods. All that is newest, nobi-

iest and most desirable, as well in price as style, will Counter.

Cream Ground Challies, 4c a vard.

Dress Style Ginghams, 5c and 8c a yard. Scotch Style Ginghams, 12½c a yard.

Fine Sateens, 8c a yard. Madras Cloth, 7c a yard. Black Lace Surahs, 25c a

Organdie Muslins, 12½c a

And in each and every line will be found the choicest and largest assortment of styles Stamped Stamped Sor- inches, 47c. that has ever been shown in the city. Prints-West Aisle



shoes. "The New York Store The term is synonymous with high values and

Ladies' Oxford Ties at 89c. 98c, \$1.25, \$1.40, \$1.50, \$2. The Circular Table will con- \$2.50, \$3, and \$3.50 a pair. tain 50 pieces Wash Surah The very newest styles, with cloth or vesting tops, patentleather vamps or quarters, all styles of tips and lasts. The sale of Laird, Schober,

and Mitchell's, Thomas Bolton's and other notable makers' odds and ends and broken sizes at half regular prices still continues. Come and see them; your size may be amongst them; if so you save half.

The N. Y. S. Boot for Ladies at \$1.93. This boot is made for us to our order, and we guarantee every pair of them to be thoroughly reliable.

Tennis Shoes are here in great array, bringing dreams GREAT For Wash Dress of out-door sports and sunshine. All our Tennis Shoes are soled with the best crude rubber. They are in all sizes for ladies, misses, youths and children, and rang in price from 50c to \$1.35 p pair.

Jewelry. As usual, for Saturday we have a number of special lines-

Children's Solid-Gold Band Rings, handsomely Ladies' Solid-Gold Band Rings, handsomely Ladies' Rolled-Plate Rings, with Brilliant Set-Fine Rolled-Plate Baby Pins, 25c a pair. Solid Silver Thimbles, 25c. Black Shell Beads, 3c a strand. Cut Jet Beads, 5c a strand. Two-row Jet Bracelets, 18c.

Compare Large Bottle Bay Rum, 7c. These Arnica Tooth Soap, 15c.

Prices. Camphor Ice 6c. pieces Cotton Dress Tape, 5c.

A full one-ounce bottle Triple Extracts, Jockey Club, Heliotrope, Ylang Ylang, Lily of the Valley, including bottle, 8c an ounce.

rento Tidies, size Linens. 15x30, 10c each.

Stamped Linen Splashers, size 21x34, 19c. Stamped Linen Tray-Cloths, size 21x30, 12c Let's talk Stamped Linen Tidies, size 16x36, 12c each.
Stamped Linen Dresser Scarfs, with fancy
drawn ends, 39c each.
Silk Tassels, all colors, for fancy work, 9c a abou

Men's fine Men's quality Gauze Furnishings. Shirts, 25c; all sizes.



gan Shirts and Drawers, pearl buttons, all sizes, actually worth 75c; our price, 50c.

Men's Striped and Blue-Mixed Balbriggan Shirts and Drawers-not all sizes; most of them, though. We have sold them all season at 75c; shall close them at 50c.

Special Saturday we place on sale Neckwear. 1,000 doz. Men's New Neckwear, in all the newest summer styles and fabrics, both cotton and silk. Windsors, 10c, 17c, 19c,

25e, 45c and 50c. Four-in-Hands, 20c, 25c, 42c and 50c.

Tecks, 15c, 25c, 42c and 50c. Puffs, 45c, 50c and 75c.

Dress Bows, 10c, 15c, 20c

Special counter, near the

elevator. FOR THE 500 complete Lawn and sets of usable Garden Tools, Garden. consisting

Rake, Spade and Hoe, set of three, 12c. 1,000 Croquet Sets, hardwood balls and mallets, nicely

painted and varnished-4-ball set, 59c, 6-ball set, 70c, 8-ball set, 80c,

Complete, in wooden box. The Ever-ready Lawn-Mower is the best in the world. Warranted. \$3.50. Garden Hose, Brass Noz-

zles and Hose Reels at special K. B. Extra Scissors, 31 inches, 23c; 5 inches, 35c; 6

We resharpen them for you free of charge when required.

PETTIS DRY GOODS CO.

FOR THE MAY FESTIVAL.

Fans, Opera-Glasses and Holders, Novelties in Hair Ornaments and Fancy Jewelry. Fine Perfumes and Toilet Waters.

CHAS. MAYER & CO 29 and 31 West Washington Street.

See our Orange Spoons for 25c each, in case. MANTEL CABINETS.

There is nothing which adds so much to a mantel as a handsome cabinet top. I have them in all woods and at all prices, from \$12 up. These cabinets can be placed on any old mantel. Come and see what you can get for the money.

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